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CENTRAL INTELLIGENCE AGENCY

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1. On 2 July 1954, there was a conference at the construction headquarters of Wolfsbehringen airfield in which Klunker (fnu), Goepelt (fnu), Zoennchen (fnu) and Grosser (fnu) of the Bauunion, the Soviet officers Lieutenant Colonel Smirnov (fnu), Lieutenant Colonel Kusnetsov (fnu), Captain Beryozovchuck (fnu), and a civilian called Kaminitzski (fnu) participated. The difficulties during construction work and the ways of overcoming these difficulties were discussed. Construction work on the spur track to the field and at Friedrichswerth railroad station was delayed because of the shortage of construction material, wrong material supplies, and lack of the required railroad cars. Work on the field was about 1 month behind schedule for lack of workers. About 300 workers were required to overcome the delay. Since these required workers could not be found because of the low pay, efforts were to be initiated to get permission for the workers employed at the field to do overtime work. For the removal of roots, uprooting machines were required. These machines could be supplied but without the necessary prime movers which, therefore, were to be replaced by steam locomotives. Temporary difficulties with regard to the payment of 30 civilian guards were finally settled.

2. The following status of construction work was reached during the second third of July 1954:

The spur track was completed up to kilometer marker 11.6. Work had to be discontinued almost entirely because of continuous rain. Excavation work at Friedrichswerth railroad station was started, but work on the track had to be suspended because of a shortage of workers. Construction work on the cantonment for the workers could not be carried out according to schedule because of unfavorable weather. Work on the construction yard was also hampered since the paths were smooth and no vehicles could pass except caterpillar tractors and sleds. The completion of the water conduit was also delayed. The roots on the cleared area of the runway could not be removed since the holes for the blasting charge were not yet excavated.

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On 19 July, 595 laborers including personnel who were ill and on furlough were employed on the construction site. The authorized personnel strength was 800 laborers in addition to 200 workers who were required to make up for the delay in construction work.

3. The railroad line to Friedrichswerth was completed by 10 October. It was released for the public traffic on 11 October. Four pairs of trains daily operate on the line. The number of passenger trains could not be increased because of intensive freight traffic. Expansion work was conducted at the railroad station where two side rail lines about 600 meters long which branched off from the main rail, were being laid. The railroad station thus had a triple line. Construction work on the spur track continued beyond point 283.8 toward point 302.3.
 4. Chief of the construction site still was construction superintendent Boemchen (fnu) who was assisted by supervisor Lehmann (fnu). A total of 941 men were employed at the site on 10 October. On that date, excavation work on the eastern half of the runway was almost completed and grading work was under way. Concreting work was to be started on 15 October. The construction staff, however, doubted that this date would be met. Since the track system in the construction material yard was not yet suitable for the unloading of large quantities of goods, the cement supplies had to be stopped. Ten carloads of cement which were delayed on 4 October arrived only irregularly. The cement was shipped loose. The responsible personnel at the construction material yard still believed that half of the runway length was to be concreted in 1954. The construction staff, however, expressed doubts because of the poor condition of the soil and on account of the rainy weather. The graded area of the runway was very smooth after the long rainfalls, since the ground contained a high percentage of clay. Before concrete slabs could be laid the muddy surface had to be removed. On account of the situation it was feared that the subsoil of the runway would still be working upon completion of concreting work. The cement silo installation which was still under construction was to be ready for operation by 15 October. Excavation work for a concrete road was started in the construction material yard. Painting work was being done on the contonment which consisted of 10 barracks for quartering purposes and 1 temporary building housing the cantonment administration. The culture room was completed except for the inner decoration. Its inauguration was scheduled for 12 October 1954, which is the Day of Activists. The warm water supply for the bathing installation and the heating system of the messhall and culture room were not yet in working condition.
- The expenses during the winter months were estimated at 300,000 eastmarks by the Bauunion Sued. This sum was confirmed by the construction staff in Werder. 3
5. Since 10 October, 2 SSD officers have been stationed at the field in addition to a detail of 3 SSD men who frequently changed.

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6. Between 22 September and 7 October, construction work on the spur track advanced toward the southwest beyond point 283.8. A standard-gauge track was laid from the side rail, which branches off from the railroad line northwest of Friedrichswerth, as far as point 275.6. ²

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7. Clearing work was completed on the scheduled runway. Roots were still being blasted there. 3

1. Comment. The statements on the status of construction work at Wolfsbehringen airfield are partially known from previous reports. The participants in the conference on 2 July 1954 were reported previously. Chief supervisor at the construction site is Herr Zoennchen after whom the construction site is named. The Soviet officers belong to the construction staff in Werder. Kaminitzki is presumably an interpreter. Senior Lieutenant Lashvinski has been stationed at the field as liaison officer to the Soviet construction staff in Werder since late April 1954.

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2. Comment. Several target dates previously set for the completion of the spur track have not been met. At present, about 1,000 meters of the track are presumably to be laid. Expansion work on Friedrichswerth railroad station is completed. A triple track system now exists there.

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3. Comment. Since work on the runway has continuously been delayed it cannot be determined at which date and at which rate the work will be started.

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